

State Transportation Participation -- No. 500722

Category	Transportation	Date Last Modified	January 11, 2008
Subcategory	Roads	Required Adequate Public Facility	Yes
Administering Agency	Public Works & Transportation	Relocation Impact	None.
Planning Area	Countywide	Status	On-going

EXPENDITURE SCHEDULE (\$000)

Cost Element	Total	Thru FY07	Est. FY08	Total 6 Years	FY09	FY10	FY11	FY12	FY13	FY14	Beyond 6 Years
Planning, Design, and Supervision	1	1	0	0	0	0	0	0	0	0	0
Land	0	0	0	0	0	0	0	0	0	0	0
Site Improvements and Utilities	0	0	0	0	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0	0	0	0	0
Other	164,493	0	40,805	123,688	29,225	10,000	18,496	50,967	5,000	10,000	0
Total	164,494	1	40,805	123,688	29,225	10,000	18,496	50,967	5,000	10,000	0

FUNDING SCHEDULE (\$000)

G.O. Bonds	58,900	0	0	58,900	0	8,000	5,900	30,000	5,000	10,000	0
Impact Tax	21,100	0	0	21,100	0	2,000	9,100	10,000	0	0	0
State Aid	14,463	0	0	14,463	0	0	3,496	10,967	0	0	0
Revenue Bonds: Liquor Fund	70,031	1	40,805	29,225	29,225	0	0	0	0	0	0
Total	164,494	1	40,805	123,688	29,225	10,000	18,496	50,967	5,000	10,000	0

DESCRIPTION

This project provides for the County's participation for the funding of State and WMATA transportation projects that will add transportation capacity to the County's network, reduce traffic congestion in different areas of the County, and provide overall benefits to the public at large. Specific projects to be funded will be selected from the most recent Joint priority letter signed by the County Executive and the President of the County Council and submitted to the County's Delegation in Annapolis, Maryland. After FY07, the final projects selected will come from final negotiations between the State and County resulting in a cost sharing agreement, based on the State's production schedule for the projects, the Joint priority letter, and the funding of this project.

JUSTIFICATION

Montgomery County, as part of the Washington Region, has the third highest level of traffic congestion in the nation. State roads carry the heaviest traffic volumes in the County; and the State has made it clear that the Transportation Trust Fund has not been growing at a rate that will allow them to complete major projects in the near future. Therefore, in order to directly address the congestion problems and to leverage State funding in Montgomery County, the County will participate in the construction of State projects; to improve the quality of life for our residents, eliminate or reduce delays at major bottlenecks in our transportation system, improve safety, and improve air quality in the immediate vicinity of the projects.

OTHER

The appropriation in FY07 was: \$5,000,000 for design of the southern entrance to the Bethesda Metrorail Station; \$8,239,000 for land acquisition and utility relocation for the Georgia Avenue/Randolph Road Interchange; and \$2,400,000 for the I-270 Watkins Mill Road Interchange.

The appropriation in FY08 was: \$14,463,000 for the MD 355 and Montrose Parkway Interchange; the State will reimburse the funds in FY11 and FY12, shown in those years as State Aid funding.

OTHER DISCLOSURES

- The Executive asserts that this project conforms to the requirements of relevant local plans, as required by the Maryland Economic Growth, Resource Protection and Planning Act.

APPROPRIATION AND EXPENDITURE DATA

Date First Appropriation	FY	(\$000)
First Cost Estimate		
Current Scope	FY08	164,494
Last FY's Cost Estimate		164,494
Appropriation Request	FY09	0
Appropriation Request Est.	FY10	0
Supplemental Appropriation Request		0
Transfer		0
Cumulative Appropriation		30,102
Expenditures / Encumbrances		1
Unencumbered Balance		30,101
Partial Closeout Thru	FY06	0
New Partial Closeout	FY07	0
Total Partial Closeout		0

COORDINATION

Maryland State Highway Administration
 Developers
 Maryland-National Capital Park and Planning Commission
 Montgomery County Fire and Rescue Service
 Washington Metropolitan Area Transit Authority

MAP

